

**Kentucky Transportation Cabinet
Department of Highways
Frankfort, Kentucky 40622**

Meeting Minutes
August 28, 2006

Background

A Pre-bid conference was held for FE02 056-0065-B00214-136.72, Jefferson Co., in Louisville, Kentucky (Dist. 5).

Present:

KYTC

Joe Meddeler	KYTC	Mike Canchola	KYTC
Ryan Griffith	KYTC	Chris Poe	KYTC
Greta Smith	KYTC	Bobby Meade	KYTC
Nasby Stroop	KYTC	Michael Baase	KYTC
Bernie Roach	KYTC		

Contractors

James Boutzaukas	M&J Construction Co.	Tom Psaras	Corcon, Inc.
George Atsalakis	Atsalis Brothers Ptg.	Rozina Karnavas	Atlantic Painting
Panormiyis Xipolitas	Vimas Painting Co.	Nick Kalouris	North Star Painting
Michael Kerpelis	M & J Painting Co.	Irene N. Kalouris	North Star Painting
David Hatherill	Atlantic Painting	Nick S. Frangopoulos	Vimas Painting Co.
Nick Atsalakis	Atsalis Brothers Ptg.	Byron Ogger	Intech Contracting
Mike Kalouris	Bridges R. Us	David R. Houchin	Intech Contracting
Nick Frangos	Liberty Maintenance	John Frangos	Liberty Maintenance
George Klico	Klicos Painting Co.	Mike Mastoris	Bridges R. Us
Emmanvil Ulimis	Bridges R. Us		

Coatings Suppliers

Homer O. Hart	Environmental Protective Coatings
Wade Wright	Sherwin Williams Co.

A. Pre-Bid Conference

The meeting was convened at 1:00 P.M (Eastern Time) by Bobby Meade, of KYTC Central Office.

Question and Answer

Q: George Klico from Klicos Painting Co. asked if in August of next year is when KYTC will put the rest of the bridge out.

A: Bobby Meade stated yes, and it would be another contract.

Comment:

Greta Smith stated that it was a matter of concern during the last contract concerning the HT steel that is on the structure. HT steel, as best as KYTC can tell, is high tensile strength steel. KYTC had a dispute with the previous contractor over removal of mill scale on that project. In the areas that KYTC is specifying an SP6, KYTC expects the removal of all scale. The HT steel represents approx. 25%, by weight, of the entire structure. The contractor can obtain plans through the Division of Design. KYTC had several tests run on the scale and had several consultants come and work with KYTC to resolve the issue. If a contractor would like to review the test reports, they can call Greta Smith and set up an appointment. Greta then asked for questions. There were none.

Q: George Klico from Klicos Painting Co. asked about payment for containment.

A: Bobby Meade stated that he would get to a note that addresses containment.

Q: Mike Mastoris from Bridges R Us asked if Mr. Meade could repeat what he said about the A + B Bidding.

A: Bobby Meade stated that for example if two bidders bid the same dollar figure on part A, then the contractor with lowest amount of days (Part B) would be awarded the contract.

Q: Tom Psaras from Corcon, Inc. asked what assurance KYTC has that the job will be completed in that time frame.

A: Bobby Meade stated that there will be disincentives.

Q: Tom Psaras from Corcon, Inc. asked if the disincentive begins with the number of days included in Part B or the number of days past the completion date.

A: Bobby Meade stated both.

Q: Tom Psaras from Corcon, Inc. stated the contractor could lose \$30,000 a day.

A: Bobby Meade stated yes.

Q: Tom Psaras from Corcon, Inc. asked about unusually inclement weather.

A: Greta Smith stated there are no provisions in the document.

Q: James Boutzaukas from M&J Construction Co. asked if the contractor took the whole time would they pay \$30,000 or \$5,000 a day.

A: Greta Smith stated \$30,000.

Q: James Boutzaukas from M&J Construction Co. asked if the contractor took the whole time no matter what they would pay \$30,000 a day.

A: Greta Smith stated work beyond the completion date would incur a disincentive of \$30,000.00 per day.

Q: John Frangos from Liberty Maintenance asked if the contractor finishes before December 15, 2007, what happens.

A: Bobby Meade stated that he was getting to that, and proceeded to the incentive payment of the contract.

Q: Tom Psaras from Corcon Inc. asked if the contractor could have a \$15 million loss.

A: Bobby Meade stated yes.

Q: Tom Psaras from Corcon Inc. asked if KYTC was going to provide a thorough and unbiased inspector.

A: Greta Smith stated "like always".

Q: Nick Frangos from Liberty Maintenance asked what if happens if the falcon comes and nests for 5 months.

A: Bobby Meade stated KYTC would discuss this issue.

Q: Nick Frangos from Liberty Maintenance asked does KYTC know what the clearance over the roadway and the water is.

A: Bobby Meade stated no, but the clearance over the water is more than 74 ft. and the clearance over the roadway is more than 16.5 ft.

Q: George Atsalakis from Atsalis Brothers Painting Co. asked if the 50% completion of work is based on the cleaning of the structural steel.

A: Bobby Meade stated yes.

Clarification: The production milestone of 50% is for acceptance of completed cleaning and application of all coats of paint by the QA inspector.

Q: Nick Frangopoulos from Vimas Painting Co., Inc. asked if the department would consider lessening the middle span so the distance would be shortened and the contractor would not lose as much pressure.

A: Bobby Meade stated that the Cabinet would listen to any question but he wasn't sure why they would want to do that. He stated that at some point the contractor would still have to get out there and do that work.

Q: Tom Psaras from Corcon Inc. asked if KYTC was going to provide any guidelines on where the barge could be placed.

A: Bobby Meade stated that in his conversation with the Corp. they didn't want anything in the navigational channel.

Q: Nick Frangos from Liberty Maintenance asked if anyone knew the depth of the water.

A: Bobby Meade stated it was on the plans.

Q: Mike Kerpelis from M&J Painting Co. asked if they had to go to the bridge

A: Bobby Meade stated no.

Q: Mike Kalouris from Bridges R Us asked about the spans to be cleaned and painted.

A: Bobby Meade stated that span 1 on the Kentucky side does not get painted. The contractor is to clean and paint spans 2 and 3.

Meeting was adjourned at approximately 2:30 PM.

Minutes submitted by: Rick Younce

Some questions were not answered at the Pre-bid meeting. Listed below are the questions and the Cabinets responses to those questions.

QUESTION:

How accurate are the structural drawings of the Kennedy Bridge? The proposal calls for an overhead device to maintain 16 ½ ft of clearance above the deck. There is also a clearance below the bridge. This may be one of those cases when inches matter.

ANSWER:

The structural drawings should be fairly accurate, but the Cabinet is aware that work has been completed on the bridge throughout the years that would need to be considered such as a bridge deck overlay. Thus the contractor, before design and fabrication of rigging, overhead device, or other size critical structures should measure the existing bridge and ascertain that his work area is in accordance with his expectations. No consideration will be given by the Cabinet for a variances between actual and plan dimensions

QUESTION:

We are requesting that all "HT" steel information including all test results performed on the "HT" steel for the Kennedy Bridge be released to all prospective bidders through the form of an addendum for Call Number 302 of the September 15, 2006 letting (Contract ID 061047). On page 9 of the plans (File 051.tif electronic), it gives the material designation for "HT" steel as "High Yield Strength Structural Steel, See Special Provisions, per. 5.2.2- I & J." There are no special provisions nor ASTM Standard to refer to so could you please provide this information in the structure as opposed to percentage by weight.

ANSWER:

During the Pre-bid meeting of August 28, Ms. Smith stated that all results of KYTC investigations into steel members and "mill scale" on the JFK Bridge may be accessed by contacting Greta Smith or Nasby Stroop of the KYTC Division of Construction at 502-564-4780.

QUESTION:

The box girders on the truss have reinforcing steel plates inside of them that divide the box into two parts. In the areas of the box girders designated as "HT" steel, please advise if the reinforcing steel plates in these areas are also "HT" steel or something other.

It was mentioned briefly by Greta Smith in the August 28, 2006 preconstruction meeting that there was 10% "HT" steel by weight on the Kennedy Bridge. In page 2 of the plans (File 058.tif electronic) it gives the total weight of steel at 21,880,000 lbs and the weight of "HT" steel at 5,829,000 lbs. This comes to approximately 26.6% "HT" steel.

Please advise how KYTC arrived at the 10% figure because it appears to be substantially low. There also needs to be a better understanding of how much square footage of "HT" steel is on the structure as opposed to percentage by weight.

ANSWER:

Any cover plates or 'reinforcing steel plates' should be assumed to be made of the same material as the main member. The HT designation of the steel was terminology used by the Cabinet when the Kennedy Bridge was built in the 1960's and KYTC has not maintained the relevant Special Provisions listed in the plans. It is believed to be a high tensile strength steel (as testing has confirmed) with a certain degree of hardness that mostly aligns itself with A514 Grade B Steel (USS "T-1" Type A).

At the Prebid meeting Ms. Smith did give an indication of the amount of HT steel on the bridge as "approximately 25% by weight" for which your numbers confirmed. The contractor may make his own determination of the square footage involved based upon the members depicted in the plans. Please keep in mind that this information is given to assist the contractor, but it will *remain his responsibility* to make his own determination as to the conditions he will encounter on the bridge. No consideration will be given to claims of differing site conditions due to existing steel/mill scale/paint/rust/etc.

QUESTION:

In reviewing the proposal for the above captioned project, I did not find a warranty clause. Please let me know if I missed the warranty clause or if one is not included on this project. Thank you for your time,

ANSWER:

There is no warranty clause for this project.